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ESTIMATES COMMITTEE
1962-63

THIRTEENTH REPORT

(THIRD LOK SABHA)

MINISTRY OF TRANSPORT AND COMMUNICATIONS

INDIA
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ESTIMATES COMMITTEE
(1962-63)

15

THIRTEENTH REPORT

(THIRD LOK SABHA)

MINISTRY OF TRANSPORT & COMMUNICATIONS

(Department of Communications & Civil Aviation)

Action taken by Government on the Recommendations contained in the Hundred and Fifteenth and Hundred and Sixty-eighth Reports (Second Lok Sabha) on the Ministry of Transport and Communications (Department of Communications and Civil Aviation).

(i) Training & Employment of Civil Pilots;

and

(ii) India Meteorological Department.

LOK SABHA SECRETARIAT
NEW DELHI

February, 1963/Magha, 1884 (Saka)

Price : Re 0.75 nP.

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CORRIGENDA

THIRTEENTH REPORT OF THE ESTIMATES COMMITTEE 1962-63

PAGE

ii

iii

1

Page 3, Col. 3, line 1; *delete* 'it' *appearing after* 'Committee'. 3

6

Page 5, Col. 3, line 1; *for* 'end' *read* 'and'.

18

21

Page 12, Col. 3, S.No. 12, lines 1-2; *for* 'con ibuting' *read* 'contributing'.

26

Page 14, Col. 3, S.No. 27, last but one line; *for* 'Counci' *read* 'Council'. 34

Page 15, Col. 4, S.No. 29, line 9; *for* 'Aviations' *read* 'Aviation'. 44

Page 16, Col. 3, S.No. 34, line 3, *for* 'fisherman' *read* 'fishermen'.

B. T. Q.

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ESTIMATES COMMITTEE

1962-63

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*Elected with effect from 15th November, 1962 *vice* late Shri B. J. Singh.

**Elected with effect from 18th Aug., 1962 *vice* Shri Shivram Rango Rane resigned.

INTRODUCTION

I, the Chairman of the Estimates Committee, having been authorised by the Committee present this Thirteenth Report on action taken by Government on the recommendations contained in the 115th and 168th Reports (Second Lok Sabha) of the Estimates Committee on the Ministry of Transport and Communications (Department of Communications and Civil Aviation)—(i) Training and Employment of Civil Pilots and (ii) India Meteorological Department.

2. The Hundred and Fifteenth Report of the Estimates Committee was presented to Lok Sabha on the 30th March, 1961. Government furnished replies indicating action taken on the recommendations contained in the Report on the 20th December, 1961 and 5th October, 1962. Replies to all the recommendations were considered by the Study Group 'D' (1962-63) on the 29th August, 1962.

3. The Hundred and Sixty-eighth Report of the Estimates Committee was presented to Lok Sabha on the 29th March, 1962. Government furnished replies indicating action taken on the recommendations contained in the Report on the 18th October, 1962. Replies to all the recommendations were considered by the Study Group 'D' (1962-63) on the 11th December, 1962. The draft Report on the action taken on the recommendations contained in the 115th and 168th Reports was considered by the Study Group on the 22nd January, 1963 and was adopted by the Committee on the 4th February, 1963.

4. The Report has been divided into the following four Chapters:—

I. Report.

II. Recommendations which have been accepted by the Government.

III. Replies of Government which have been accepted by the Committee.

IV. Replies of Government which have not been finally accepted by the Committee.

5. An analysis of the action taken by Government on the recommendations contained in the Hundred and Fifteenth and Hundred and Sixty-eighth Reports (Second Lok Sabha) of the Estimates Committee is given in Appendix.

It would be observed therefrom that out of 17 recommendations contained in the Hundred and Fifteenth Report, 6 recommendations *i.e.*, 35.3 per cent have been accepted fully by Government. Of the

rest, replies of Government in respect of 3 recommendations *i.e.*, 17:6 per cent have been accepted by the Committee, while those in respect of 8 recommendations *i.e.*, 47:1 per cent have not been accepted by the Committee.

Out of 38 recommendations contained in the Hundred and Sixty-eighth Report, 21 recommendations *i.e.*, 55:3 per cent have been accepted fully by Government, while 4 recommendations *i.e.*, 10:5 per cent have been accepted partly. Of the rest, replies of Government in respect of 2 recommendations *i.e.*, 5:3 per cent have been accepted by the Committee, while those in respect of 11 recommendations *i.e.*, 28:9 per cent have not been accepted by the Committee.

NEW DELHI-1;
February 4, 1963
Magha 15, 1884 (*Saka*)

H. C. DASAPPA,
Chairman,
Estimates Committee.

CHAPTER I

REPORT

The Estimates Committee presented 115th and 168th Reports on the Ministry of Transport and Communications (Department of Communications and Civil Aviation)—(i) Training and Employment of Civil Pilots and (ii) India Meteorological Department in March, 1961 and March, 1962 respectively. They are glad to observe that the recommendations contained in these Reports have been replied to by Government generally to their satisfaction. There are, however, a few recommendations replies to which have not been accepted by the Committee. These are contained in Chapter IV. Comments on a few important recommendations are given in the paragraphs that follow.

2. The Estimates Committee in paras 17 to 21 of their 115th Report had observed that the Government on its part depended only on the assessment made by Indian Airlines Corporation and did not choose to make any independent assessment of its own having regard to the changes that were taking place in replacing the older and slower aircraft by the heavier and faster aircraft.

Government in their reply have stated as follows:—

"It is true that the pilot requirements of the I.A.C. had been over-estimated in 1956 and again in 1958. This is—

(i) partly because of the acute shortage of pilots in 1955 and 1956;

(ii) partly because it was not possible then to assess the full effect of the introduction of the Viscounts which was possible only towards the end of 1958, by which time the planning of future operations of the I.A.C. had become more firm and realistic; and

(iii) partly because of the drop in A.I.I's requirements.

It was not possible for Government to take into account the effect of the introduction of Viscounts in planning the training programme, as the Xth to XIVth Flying Training Courses had already commenced between January, 1957 and January, 1958.".

The Committee understand that the Government had constituted a Committee to go into the question of evaluating the characteristics of 'Viscounts' in 1955. *The Government could have easily asked this Committee or any other departmental body to assess the impact of 'Viscounts' on pilot requirements. In any case, there was nothing to prevent the Government from making an independent assessment of its own of the requirement of pilots. The Committee have no doubt that if either the Government or the Corporations or the Civil*

Aviation Department had carefully calculated their requirement of pilots, the consequential difficulties arising from excess number of trained pilots as compared to employment opportunities would have been mitigated if not altogether obviated.

3. *The Committee note that Government have since decided that the Flying School at Civil Aviation Training Centre would be closed down towards the end of* 1962. *The Committee hope that before any new scheme for training of commercial pilots is finalised, the Government would consider carefully the recommendations contained in their* 115*th Report and would consult fully the Airline Corporations, Indian Air Force etc., so as to make sure that only the requisite number of pilots for whom employment opportunities could be assured are trained.*

4. The Committee had observed in para 49 of their 168th Report (Second Lok Sabha) on the Ministry of Transport and Communications (Department of Communications and Civil Aviation)—India Meteorological Department that productivity expressed in terms of value of instruments manufactured to expenditure on staff had come down at New Delhi Workshop from 3.83 in 1958-59 to 2.19 in 1960-61. Similarly productivity for Poona Workshop had come down from 1.72 in 1958-59 to 1.58 in 1960-61. The Committee had considered that introduction of efficient methods of production with the aid of automatic machinery and improved gadgets should have resulted in increased production. They felt that there was scope for effecting economy and for increasing productivity in Workshops.

The Government have replied that all possible efforts are being made for effecting economy and for increasing productivity in the Workshops by stricter supervision and introduction of more efficient methods of production. It does not indicate whether productivity expressed in terms of value of instruments manufactured to expenditure on staff has improved since then. *The Committee would urge the Government to specifically look into the matter with a view to effect economies on the one hand and on the other taking such steps as are necessary to step up productivity.*

CHAPTER II

RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY GOVERNMENT

A. Recommendations contained in the 175th Report

S. No. (as in Appendix I of the Report)	Reference to paragraph No. of the Report	Summary of the Recommendations/conclusions	Reply of the Government
1	2	3	4
1 and 2	13	The Committee observe that the number of pilots recruited by the Indian Airlines Corporation during the years 1956-57 and 1957-58 were 44 and 57, while the number who were issued 'B' Licences in those years were 29 and 30 respectively. It is not clear where from the additional number were recruited. The number of pilots recruited since 1958-59 was only 26 as against the number of 'B' licences of 118 issued over the same period. The Committee regret that a complete record of the unemployed trained pilots is not apparently maintained. The Committee understand that information in respect of unemployed pilots who do not keep	I.A.C. employ only 'B' Licence Pilots with Dakota endorsements. Accordingly the additional No. of Pilots recruited during the years 1956-57 and 1957-58 would appear to be those who had obtained 'B' Licences through the Flying Clubs and were later given training at C.A.T.C. in the Dakota Conversion Courses. The last Dakota Conversion Course for such 'B' Licence Pilots was completed in February 1958. It would appear from the conclusion of the Estimates Committee tha about 92 pilots (118 *minus* 26) were un-employed. This figure does not appear to be correct as besides the I.A.C. there are other civil employers of 'B' Licence Pilots such as non-scheduled operators, as also Operators engaged in aerial survey and agricultural work. 'B' Licence Pilots are also

1	2	3	4
		their licences current is not available with the D.G.C.A. The Committee, therefore, suggest that efforts should be made to collect information in respect of all trained pilots so that in times of emergency the services of such pilots, whose licences have not been renewed, can be made use of by giving them some refresher courses.	employed by private owners of aircraft, Flying Clubs, Tea Estates, etc. At present the D.G.C.A. is maintaining a register giving details of the issue and renewal of Pilots' licences. This register did not contain information about the employment status of the Pilot's. The Committee's recommendation that efforts should be made to collect information in respect of all trained pilots has been accepted and the D.G.C.A. has taken steps to obtain the necessary particulars from all Pilots. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No.* 12-*VE* (14)/61, *dated the* 20*th December*, 1961].
7	24	With the setting up of more Flying Clubs in the III Plan, an avenue may be found for the absorption of some of the unemployed Commercial Pilots after giving them training as instructors etc. in the Flying Clubs.	The Committee's observations have been noted and the matter is under examination. [*Ministry of Transport and Communications (Department of Communications) O.M. No.* 12-*VE* (14)/61, *dated the* 20*th December*, 1961].
8	25	The Committee understand that the question of the absorption of some of the unemployed pilots in the I.A.F./Auxiliary Air Force after giving them some specialised training has been	The Ministry of Defence had selected 10 unemployed Pilots for absorption in the Indian Air Force. But only 9 of them have reported to the I.A.F. for training.

		taken up by the Ministry of Transport end Communications with the Ministry of Defence. The matter has been under consideration. As the matter has been pending for the last more than one year, the Committee suggest that an early decision may be taken in this behalf.	[*Ministry of Transport and Communications (Department of Communications) O.M. No. 12-VE (14)/61, dated the 20th December*, 1961].
9	26	The I.A.C. proposed to recruit 10 Pilots this year and 10 more next year to meet anticipated wastage. The Committee trust that the absorption of these 20 pilots, would afford some relief to the trained unemployed pilots.	The Indian Airlines Corporation have recruited 10 Pilots in July 1961. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 12-VE (14)/61, dated the 20th December*, 1961].
12	29	The Committee understand that there is a great scope for feeder air services in the country. Such feeder services can only be started by private operators if a no objection certificate is issued by the IAC. Though the I.A.C. does not raise any difficulties in issuing such certificates, it has been represented to the Committee that the private operators are always apprehensive that such a service started and profitably operated by them is likely to be taken over by the Corporation. The Committee feel that a specified period of assured operation may encourage the starting of feeder services and provide a good field of employment for pilots.	Government are generally in agreement with the views expressed by the Committee about the need for improving the feeder services in the country and, in that regard, giving adequate opportunities to non-scheduled operators to develop such services whenever they are permitted to operate such services between points not served by the nationalised Corporation. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 12-VE (14)/61, dated the 20th December*, 1961].

B. Recommendations contained in the 168th Report

S.No. (as in the Appendix VI to the 168th Report)	Reference to paragraph No. of the Report	Summary of the Recommendations/conclusions	Reply of the Government
1	2	3	4
1	5	The Committee suggest that the feasibility of delegating the following powers to the Regional Directors may be examined :— (*i*) to sanction air travel of non-gazetted staff between Passighat and Mohanbari ; and (*ii*) for purchase of Books and of journals and periodicals approved by the Director General.	(*i*) The question of delegating powers to the Director, Regional Centre, Calcutta, to sanction air travel of non-gazetted staff between Mohanbari and Passighat, for journeys on transfer, has been referred to the Ministry of Finance for their concurrence. Air journeys on tour between Mohanbari and Passighat are now permitted under the general orders, issued by the Ministry of Finance, *vide* their O.M. No. 4(5) EIV(A) 62, dated 31-3-62]. (*ii*) The question of delegating powers to Regional Directors and other heads of offices in the India Meteorological Department, to sanction expenditure on purchase of journals and periodicals is being finalised, in consultation with D.G.O. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].

2	7	The Committee see no justification for continuing the work of tabulation and analysis of data in Shillong when the headquarters of seismology has been shifted to New Delhi. The work of tabulation and analysis of data may be progressively undertaken at New Delhi itself.	The work of tabulation and analysis of seismological data, along with the necessary staff, has been transferred to New Delhi with effect from the 1st October, 1962. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
3	10	As the Meteorological department is widely scattered and many of its establishments are situated away from the cities, the Committee suggest that the desirability of finding more funds for welfare of the non-gazetted staff of the Department may be examined.	The various offices of the Department outside Delhi/New Delhi, where organised recreational clubs for staff exist, have received enhanced grant-in-aid for the year 1961-62 and the amount works out on an average to Rs. 3 per head. The grant-in-aid sanctioned for the staff in New Delhi/Delhi for the year 1961-62 worked out to about Rs. 2 per head. Suggestions have been invited from the various establishments of the Department for further improving the welfare facilities to the staff. The matter will be considered further on receipt of the suggestions. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
4	11	The Committee suggest that a scheme may be drawn up to provide quarters for the staff within a stipulated period.	A priority list of quarters to be constructed at different places has been drawn up. Efforts will be made to construct as many quarters as possible, so that the target of providing quarters for 80%

1	2	3	4
			of the staff is achieved by the end of the Fourth Plan period. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
5	14	The Committee consider that it would be desirable to enjoin on the head of each forecasting office to undertake every day general review of forecasts given on the previous day so that the margin for subjective error creeping into forecasts is reduced to the minimum, if not altogether eliminated. From time to time meetings could also be held in each forecasting office to discuss the result of such reviews so that constant efforts are made at all levels to improve the accuracy of forecasts.	Suitable detailed instructions have been issued to all forecasting offices introducing a revised procedure for daily verification of forecasts. This revised procedure has been brought into force from the 1st June, 1962. According to the revised procedure, the precipitation forecasts in respect of each of the meteorological sub-divisions, both as regards the special distribution as well as the intensity of the phenomena, will be verified by the forecasting offices concerned, the very next day and appropriate entries made in the forms drawn up for this purpose. At the end of the month, the results for the whole month will be assessed by the officer-in-charge of the forecasting office, as well as by the Regional Director, with a view to improving the accuracy of the forecasts. The results will be sent to the Deputy Director General (Forecasting), Poona, with the remarks

of the officer-in-charge of the forecasting office and the Regional Director concerned.

The returns received from the different Regional Centres as well as from the Weather Centre, Poona, will be subjected to further analysis in the Deputy Director General's (Forecasting) office, and a conslidated report sent to the Director General, at the end of each quarter.

The above arrangement will provide opportunity to the forecasters for making constant efforts in improving the accuracy of the forecasts issued.

[*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].

The Committee are of the view that there is immediate necessity of improving the methods and techniques for long-range forecasting.

Longrange forecasting is a difficult subject and much research, both of a fundamental and applied nature, has to be done before a suitable method can be evolved.

The question of improving the methods and techniques for long-range forecasting is already under consideration of the Departmental Research Committee (of the I.M.D.) and some investigations are in progress to see if some new upper air factors could be utilised for seasonal rainfall forecasts for smaller areas than those dealt with at

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			present in statistical long-range (seasonal) forecasts. The subject will be further discussed at the next meeting of the Departmental Research Committee, in November, 1962. The World Meteorological Organisation is organising, in 1964, an international symposium on research and development aspects of long-range forecasting. The India. Met. Department will be benefitted by this symposium. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M/(1)/62, dated the 18th October, 1962,*)
8	19	The Committee suggest that the feasibility of increasing the number of daily weather broadcasts may be examined in consultation with the Ministry of Information and Broadcasting.	In consultation with the Ministry of Information and Broadcasting, arrangements have been made to send out local weather broadcasts in the mid-day transmissions and also with the local announcements in the evening, from the following 12 All India Radio stations, with effect from the 1st July, 1962 :— Delhi, Bombay, Calcutta, Madras, Nagpur, Gauhati, Poona, Lucknow, Allahabad, Ahmedabad, Bangalore and Hyderabad. With these, there will be 3 to 4 local weather broad-

			[*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
10	23	The Committee suggest that earnest efforts should be made from the very beginning to ensure that the targets under the scheme of "Modernisation of Observational Outfit at Important Observatories" in the Third Plan are achieved.	All possible efforts are being made to achieve the targets set in the Third Plan under this scheme. The achievement of targets will, however, depend on the extent of foreign exchange available for purchase of the required equipment. The possibility of making some of the electronic equipment in India, by Messrs. Bharat Electronics Ltd., is being discussed. Some of the important items of equipment, which have been developed for use under this scheme, are shown below :— A Ceilometer for installation at New Delhi (Palam) has been constructed and is under test. Two more ceilometers for installation at Bangalore and Madras are under construction. A transmissometer is under test for installation at Dum Dum airport. Certain other meteorological instruments developed for use at airports have been installed and certain others are undergoing test. [*Ministry of Transport and Communication (Department of Communications and Civil Aviation O.M. No. 24-M(1)/62, dated the 18th October, 1962*].

1	2	3	4
12	26	Since heavy rainfall is an important factor contributing to the occurrence of floods, the Committee feel that the warnings of heavy rainfall should be reasonably accurate to be depended upon by the local authorities for letting out water stored in dams, anicuts, etc. They suggest that an analysis may be made of the methods and technique followed in issuing heavy rain warnings with a view to effecting improvement and increase the accuracy to the extent feasible.	The problem of improving the accuracy of heavy rainfall warnings was discussed in some detail at the 12th Conference of Directors held in August, 1962. Statistics of verification of the warnings have shown that in many instances failure of the warnings occurred more due to over-warning than to under-warning. Instructions are being issued to forecasters to restrict the number of warnings issued on occasions when the probability of heavy rainfall is expected to be fairly low. As no standard techniques are available for issue of heavy rainfall warnings for small areas, the problem will be tackled with a high priority by the Forecast Research Division of the Institute of Tropical Meteorology and by the proposed Research Units attached to the Regional Centres. [*Ministry of Transport and Communications* (*Department of Communications and Civil Aviation*) *O.M. No.* 24-*M*(1)/62, *dated the* 18*th October*, 1962).
15	29	The Committee suggest that the Department may stress on the State Governments the need for providing adequate arrangements for maintenance and repair of defective rain-gauges.	The State Governments have been requested to furnish periodical reports on the action taken by them on the recommendation of the Inspectors of the India Meteorological Department,

			with regard to the maintenance and repair of defective rain-gauges. This matter is being examined further, in consultation with the various River Commissions and the Central Water and Power Commission. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
16	31	While commending the progress made by the Department in developing automatic rain-gauge stations, the Committee hope that equipment for automatic weather stations will also be manufactured within the country early.	It has been decided to make one automatic (radio operated) weather station to start with. Efforts will be made to manufacture more of these instruments after the first one is made and tried and after ascertaining the actual requirements of such equipment. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
17	32	The Committee suggest that all efforts should be made to procure the computing machines for the Storm Analysis Unit at an early date.	All the computing machines required for the Storm Analysis Unit have since been procured. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].

1	2	3	4
25	45	The Committee suggest that the Department may pursue the matter of establishing more Agrimet. Observatories with the State Governments particularly Assam and Rajasthan where the need is keenly felt so that this gap in observation data is filled early.	The question of establishing more agricultural meteorological observatories has been taken up with the State Governments. Necessary Action has been initiated for establishing more Agrimet. Observatories in Assam and Rajasthan. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
26	46	The Committee hope that the targets for establishing reporting stations and forecasting centres would be achieved during the Third Plan period.	Every effort will be made to achieve the targets during the Third Plan period according to a phased programme which has been drawn up for the different years of the Plan period. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
27	47	The Committee are of opinion that a review of the working of the Agricultural Division of the Department in collaboration with the Indian Counci of Agricultural Research may be undertaken early.	The Indian Council of Agricultural Research has appointed a sub-committee, [consisting of the Head of the Agronomy Division of the Indian Agricultural Research Institute, the Assistant Statistical Adviser of the I.C.A.R., the Deputy Director General of Observatories (Climatology) and the Director of Agricultural Meteorology]

			to review the working of the Agricultural Meteorology Division and to make recommendations for orienting the activities of the Division to meet the current and anticipated requirements of agriculture. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No.* 24-*M*(1)/62, *dated the* 18*th October*, 1962].
29	50	The Committee suggest that an assessment of the demand for meteorological instruments in the neighbouring countries of South East Asia, Middle East and Africa etc., may be made and that in the light thereof, the production of meteorological instruments in the Workshops be geared up to meet the demand for exports.	Necessary action has been initiated to assess the demand for meteorological instruments in the neighbouring countries of South East Asia, the Middle East, Africa, etc. In the light of the demand, production of meteorological instruments will be increased to meet the demand for exports, as far as possible. [*Ministry of Transport and Communications (Department of Communications and Civil Aviations) O.M. NO.* 24-*M*(1)/62, *dated the* 18*th October*, 1962].
30	53	The Committee hope that an early decision will be taken to set up the Institute of Tropical Meteorology and that efforts will be made to obtain assistance from the United Nations Special Fund for this purpose.	It has been decided to set up an Institute of Tropical Meteorology at Poona. The Staff initially required for starting the Institute has also been sanctioned. A request has been made to the United Nations Special Fund authorities for assistance in obtaining

1	2	3	4
			special items of equipment and experts, required for the Institute. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
33	57	The Committee hope that the scheme for doubling the training facilities would be finalised at an early date and that it would meet adequately the training requirements.	The scheme for the improvement of training facilities to the staff has been sanctioned and is now under implementation. As recommended by the recent Directors' Conference, arrangements are being made to organise special courses for staff whose training has remained in arrears for a long time. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
34	58	The Committee hope that the Meteorological Department would extend the service of weather warnings to fisherman which is operating at present in Madras State to other maritime States also.	The Service of weather warnings to fishermen has been extended to all the maritime States with effect from the 1st July, 1962. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].

37	62	The Committee recommend that as agreed to by the representative of the Department during evidence, Forecasting Officers' Conferences should be held every two years.	It has been decided to hold the Forecasting Officers' Conference every two years. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
38	64	The Committee hope that the scheme of maintaining duplicates of important records on scientific lines would be finalised early.	The scheme of preservation and duplication of important meteorological records on scientific lines has been approved. Necessary action is being taken to implement the scheme. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].

CHAPTER III

REPLIES OF GOVERNMENT WHICH HAVE BEEN ACCEPTED BY THE COMMITTEE

A. Recommendations contained in the 115th Report

S. No. (as in Appendix of the Report)	Reference to paragraph No. of the Report	Summary of the Recommendations/conclusions	Reply of the Government
1	2	3	4
11	28	One of the recommendations of the Master Committee was that such of the unemployed pilots holding 'B' Licences, as may be found suitable for such type of work as dusting of crops, spraying of chemicals, anti-malarial work, anti-locust operations, aerial survey, etc., should be given special training for that purpose at the expense of the State. The Committee understand that not much thought has	The recommendations of the Committee have been noted. It may, however, be mentioned that there is no scope for employment of Commercial Pilots under the National Malaria Eradication Programme as aerial spraying is not contempleted at any stage of the programme. The Directorate of Plant Protection, Quarantine and Storage have employed one Pilot in connection

		so far been given to implement this. The use of aircraft for such purposes is likely to prove useful for agriculture. Such use of aircraft may also provide an additional scope for the employment of pilots.	with the dusting of crops and anti-locust operations. They intend to recruit some more pilots for this purpose. The State Governments have also been advised to purchase one aeroplane each for locust control but not much headway has been made in this matter. Two Commercial firms, namely, Messrs. Aviation Services and Cambata Industries are operating a few planes for this work and they hope to utilise the service of 4 to 5 pilots on an average during the next two to three years. The C.A.T.C. is not equipped at present for introducing a special course of training for dusting of crops, spraying of chemicals, anti-locust operations, etc. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No.* 12-*VE* (14)/61, *dated the 20th December,* 1961].
13	30	Successful carriage of the air cargo is likely to create additional demand which cannot be foreseen initially. The Committee suggest that I.A.C. should start its proposed cargo services as early as possible so that its impact on the pilot employment aspect can be more accurately assessed.	The Indian Airlines Corporation have, on a further review, come to the conclusion that the Dakotas are likely to prove uneconomical in the operation of exclusive cargo services and that it will be more economical to operate such services with Skymasters. However, the aircraft position is at present very tight and consequently the Corporation will be able to

1	2	3	4
			introduce such exclusive cargo services as and when their aircraft position improves. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No.* 12-*VE* (14)/61, *dated* 20*th December*, 1961].
14	31	The Committee hope that the suggestions made by the Ministry in respect of import of light aircraft will be examined and pursued further by them. They feel that it should be possible to get some of the light planes manufactured in the country with the help of H.A.L.	The H.A.L. have developed a prototype of a four seater-*cum*-Air Observation Duties airplane. Flight trials of that prototype are nearing completion and it will be offered to the Indian Air Force for evaluation for A.O.P. duties. The same plane is being converted for Agricultural spraying purposes, by making another prototype after the work on the first one is completed. Another plane, which is some what bigger and heavier having a carrying capacity of 8 passengers including pilot and co-pilot, or a load of 2,200 lbs., is also being developed and a ptototype of this airplane is undergoing development flights. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No.* 12-*VE* (14)/61, *dated the* 20*th December*, 1961].

B. Recommendations contained in the 168th Report

S. No. in the Appendix to the Report	Reference to para-graph No. in the Report	Summary of Recommendations/Conclusions	Reply of the Government
1	2	3	4
19	24	The Committee hope that necessary action will be taken to undertake statistical studies regarding frequency of droughts for all the States.	The matter is being examined in order to assess the magnitude of the work involved, the extent to which the work could be undertaken with the available staff resources and the additional staff that would be needed for the whole work. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].
20	28	The Committee hope that crop weather calendars will be brought out at an early date.	The printing of crop weather calendars was also discussed at the 13th Conference of Directors held at Poona in August, 1962. It was considered by the Conference that these calendars need further revision in the light of recent changes in the

1	2	3	4
			crop patterns and improved farming techniques that have been adopted in certain parts of the country. The Regional Directors have, therefore, been advised to discuss the weather requirements of crops with the State Agricultural authorities and suggest suitable modifications to the crop weather calendars, wherever necessary. The printing of the calendars will be undertaken after these revisions are made. (*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962.*]
21	40	The Committee feel that if weather warnings are to be of any use, they should reach the villager in time and steps directed to this end should be taken in consultation with the Development Commissioners of the States. They would also suggest that the agency of the panchayat may be utilised for disseminating information to villages.	As recommended by the recent Conference of Directors, each Regional Director has been asked to confer with the Development Commissioner, Director of Community Development and Director of Agriculture of each State in his region, with a view to ascertaining the exact requirement of the Community Development and other projects for weather warnings and also the ways and means for these warnings to reach the villagers in time. They will also point out to these officials the recent introduction of fixed time broadcasts on the All India Radio, giving specific weather warnings which could be intercepted without any delay by those interested in receiving these warnings. The utilisation of the Panchayats for dissemina-

			tion of these warnings will also be considered at these meetings. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M (1)/62, dated the 18th October, 1962*].
[illegible]	[illegible]	The Committee recommend that visits to the Community Projects Centres by the Officers of the Department should be increased considerably so as to cover all the Centres within a stipulated period.	Necessary action is being taken to increase the number of visits of meteorological officers to Community Development Centres. It is also proposed to utilise the Vigyan Mandir scheme for educating the farmers in the use of weather information and forecasts. Arrangements will also be made to deliver lectures in local languages and to show films on weather, of interest to the farmers, at these Vigyan Mandirs. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M (1)/62, dated the 18th October, 1962*].
[illegible]	[illegible]	The Committee hope that the Government will take an early decision in the matter of taking up the following meteorological studies :— (i) To detect and study tropical cyclones which bring in devastation to the coastal areas, and	Detection and study of tropical cyclones will be the subject of study and research in the Institute of Tropical Meteorology (which is being set up) in its Divisions.—(i) International Meteorological Centre for International Indian Ocean Expedition, (ii) Forecasting Research and (iii) Radio-Meteorology. For this purpose, two 10cm Radars have been included among the items of equipment requested for under the U. N. Special Fund Assistance for the Institute of Tropical Meteorology.

1	2	3	4
		2. to carry out meteorological reconnaissance into tropical cyclones with the assistance of the Indian Air Force.	2. The question of undertaking meteorological reconnaissance into tropical cyclones, with the help of the Indian Air Force, is under consideration, in consultation with the Defence Science authorities.'
			[*Ministry of Transport and Communictions (Department of Communications and Civil Aviation) O.M. No.* 24-*M*(1)/62, *dated the* 18*th October*, 1962].
35	60	The Committee recommend that the feasibility of charging at least a nominal fee for answering technical enquiries from non-government institutions and members of public, might be examined. They also recommend that the Government Departments and Public Undertakings may be circularised about the availability of technical service with the Meteorological Department.	This recommendation was discussed at the 12th Conference of Directors, held at Poona in August, 1962. Taking all aspects of the matter into consideration, the Conference was of the view that the present practice of supplying climatological information, on request, to the public without charge may be continued and that the matter may be re-examined by the next Conference of Directors, after statistics regarding the number of enquiries in each regional centre, type of enquiries, work involved etc., have been examined by the Department.' The Conference also recommended printing and wide distribution of copies of "Our Weather Service", a pamphlet issued by the Department, as well as arranging talks by meteorologists on the A.I.R. particularly at the commencement

of the monsoon and cyclone seasons. This will serve the purpose of bringing to the notice of the public as well as Government departments and public undertakings, the technical services rendered by the Department.

The Govt. agree with the above recommendations of the Directors' Conference.

[*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M (1)/62, dated the 18th October, 1962*].

CHAPTER IV

REPLIES OF GOVERNMENT WHICH HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

A. Recommendations contained in the 115th Report

S.No. (as in Appendix of the Report)	Reference to paragraph No. of the Report	Summary of the Recommendations/conclusion.	Reply of the Government	Comments of the Committee
1	2	3	4	5
3	17	An assessment of an initial requirement of 127 pilots till 30th June, 1958 and a recurring annual estimate of 30 to 45 pilots a year beyond the middle of 1958 intimated by the I.A.C. in December, 1956 came down by early 1959 to ten pilots a year.	The Committee's observation have been noted. [*Ministry of Transport and Communications (Department of Communications) O.M. No. 12/VE(14)/61, dated the 20th December*, 1961.]	*Please see para 2, Chapter I.*
4	18	The Committee were also informed by the DGCA that the	According to the estimated requirements of the I.A.C. as	*Please see para 2, Chapter I.*

Flying Clubs were responsible for continuing the training of 95 'B' Licence Pilots of which 65 had completed their training and got 'B' Licences. It is doubtful if this fact was fully kept in view at the time of assessing the requirements of the pilots by either the I.A.C. or the D.G.C.A.

indicated in 1956, there was an additional requirement of 127 pilots till June 1958 and an annual estimated requirement of 30 to 45 pilots beyond June 1958. According to these estimates about 200 pilots would have been required by the end of 1960. Accordingly, the X and XI Flying Training Courses were started in January 1957, the XII Flying Training Course in July 1957, and the XIII and XIV Flying Training Courses in January 1958. All these courses had commenced before the revised estimated requirements of the I.A.C. were received in June 1958 and April 1959. If the I.A.C. and the A.I.I. had been in a position to employ pilots in accordance with their estimated requirements as communicated in 1956, all the pilots trained at the C.A.T.C. and the Flying Clubs from 1957 onwards would have found employment by the end of 1960.

(Ministry of Transport and Communications: Department of

1	2	3	4	5
			Communications and Civil Aviation) O.M. No. 12 VE(14)/161, dated the 20th December, 1961].	
5	20	It is obvious that the high estimate of pilots requirements intimated by the I.A.C. in 1956 and 1958 and which was subsequently reduced to the small figure of ten has been the primary reasons for the unemployment of a large number of trained pilots. This has primarily resulted from the failure of the I.A.C. to take into account the effects of the Viscount Service even in June 1958, when some of these planes had already been put into operation. The Government on its part depended only on the assessment made by I.A.C. and did not choose to make any independent assessment of it own having regard to the changes that were taking place in replacing the older and slower aircraft by the heavier and faster aircraft.	It is true that the Pilot requirements of the I.A.C. had been over-estimated in 1956 and again in 1958. This was— (*i*) partly because of the acute shortage of pilots in 1955 and 1956; (*ii*) partly because it was not possible then to assess the full effect of the introduction of the Viscounts which was possible only towards the end of 1958, by which time the planning of future operations of the I.A.C. had become more firm and realistic; and (*iii*) partly because of the drop in A.I.I's. requirements. It was not possible for Government to take into account the	*Please see para 2, Chapter I.*

			effect of the introduction of Viscounts in planning the training programme, as the X to XIV Flying Training Courses had already commenced between January 1957 and January, 1958. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 12VE(14) 61 dated the 20th December*, 1961].	
6	21	It is regretable that the Raha Committee which submitted its report in 1958, did not apparently make any allowance for reduction of requirements of Pilots even after some of the Viscoint planes had been put into operation. On the other hand, the D.G.C.A. and the representatives of the Ministry informed the Committee during evidence that the introduction of heavier and faster aircrafts need not lead to a reduction in the number of pilots required, a contention not borne out by the present state of affairs.	The Committee's observations have been noted. It may, however, be stated that the Raha Committee had submitted their report on 31st January 1958 and it was not possible at that time to visualise the full effect of introduction of the Viscounts on internal air routes. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 12VE(14) /61; dated the 20th December*, 1961].	The Committee are not convinced that the broad effect of introduction of the Viscount could not have been visualized in 1958, specially when the Government had constituted a Committee in 1955 to go into the Question of evaluating the characteristics of Viscounts. *Please also see para 2, Chapter I.*

1	2	3	4	5
10	27	The Committee feel that it would be advisable to follow the U.K. system of the students being sponsored by airline operators, in India to ensure employment of trainees for at least a limited period after completion of training. They, therefore, recommend that a Government assisted scheme for the training of Civil Aviation pilots on the lines of the U.K. scheme may be evolved for all future courses of training of commercial Pilots.	No new course of Commercial Pilots is being started at the C.A.T.C. at present. The future set up of training of Civil Commercial Pilots is under consideration in consultation with the two Corporations, Ministry of Defence, Ministry of Finance and the D.G.C.A. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 12 VE (14)/61, dated the 20th December, 1961*]. Due to the present unemployment among Pilots, no fresh batch of trainees was taken for Commercial Pilots' Course during 1961 or 1962 and the Flying School at the C.A.T.C. will be closed down towards the end of 1962 when the present	*Please see para 3, Chapter I.*

			batch of trainees is expected to complete their training. The question whether the Flying School run by the C.A. should be revived or some other arrangement should be made for the training of Civil Pilots, will be considered later. The Committee's recommendation regarding sponsoring of trainees by the airlines will be borne in mind if and when the Flying School is revived or some other arrangement is made for the training of Civil Air Pilots.	
			The aerodrome at Allahabad along with the area where the present Flying School is located, is being transferred to the I.A.F.	
			[*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 12-VE(14)/61, dated the 5th October, 1962*].	
15, 16 and 17.	33, 34 and 35.	The Committee were informed that there was no continuity of staff maintained at the C.A.T.C.	The Committee's recommendations are till under examination and further communica-	*Please see para 3, Chapter I.*

1	2	3	4	5
		because of frequent transfers. They were entirely dependent for the Instructors on the I.A.C. who withdrew the pilots from time to time. The ratio of instructors to trainees was also not satisfactory. It worked out at 1 : 8 or 9 compared to the usual requirement of 1 : 5.	tion will be sent to the Committee as soon as possible. [*Ministry of Transport and Communications (Department of Communications) O.M. No. 12VE(14)/61, dated the 20th December*, 1961].	
		The Committee hope that the possibility of providing an advance course of training in turbine engined aircraft will be examined.		
		The Committee suggest that even if I.A.F. cannot take over the Control of C.A.T.C., the question of drawing on the I.A.F. for the instructional staff may be examined.	In view of the Government's reply to the recommendation at Serial No. 10 the question of flying Instructors from the I.A.F. etc., will arise only if	

it is decided to revive the Flying School run by the C.A.D. The recommendation of the Committee regarding the possibility of providing an advanced course of training in turbine engined air-craft is being brought to the notice of the I.A.C. and A.I.I.

[*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 12VE (14)/61, dated the 5th October, 1962*].

B. Recommendations contained in the 168th Report

Serial No. (as in Appendix VI to the 168th Report)	Reference to paragraph No. of the Report	Summary of Recommendations/ Conclusions	Reply of the Government	Comments by the Committee
1	2	3	4	5
7	18	The Committee suggest that steps may be taken immediately to minimise the delays *en route* to weather telegrams till these could be eliminated by having a meteorological teleprinter network.	The Director General, Posts & Telegraphs, has issued instructions to all heads of circles and other concerned to make an all out effort at all stages to transmit and deliver weather telegrams without any delay whatsoever. It is expected that the delays in the handling of weather telegrams by the telegraph offices will be reduced considerably. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October,* 1962].	The Committee are glad to note that the Director General, Posts and Telegraphs had issued instructions to all concerned to make an all out effort at all stages to transmit and deliver weather telegrams without any delay. They would like the Meteorological Department to carefully assess how far these instructions have in actual practice minimised the delays to the weather telegrams *en route* and bring specifically to the notice of the Director General Posts and Telegraphs routes on which delays continue to occur so that necessary improvements can be effected.

9	21	The Committee consider that earnest efforts should be made to make up the leeway in the net-work of upper air observatories and in the preparation of prognostic charts and thus provide an efficient and modern service to aviation in this jet age.	Analysis and prognostic centres are being established at Calcutta and Bombay in order to provide more efficient and modern type of service to jet aviation. Necessary staff for this purpose has been sanctioned. Action is also in progress for increasing the network of upper air observatories. A radiosonde/radio wind finding station has been established at Srinagar, from 1st August, 1962. The starting of additional radiosonde/radio wind-finding, observatories will have to wait till suitable instruments (local as well as foreign) are available and will, therefore, take some time. Discussions are being held with Bharat Electronics Ltd., Bangalore, to ascertain if some of the equipment required for this purpose can be made by them in India. [*Ministry of Transport and Communications (Department of Communications and Civil Aviations) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].	The Committee hope that the Department would continue to improve its meteorological services to aviation so that it does not lag behind the requirements of jet aircraft.

1	2	3	4	5
11	24	The Committee regret to note that not even 50 per cent of the surface observatories and phenological observatories have been inspected during the last three years, They recommend that the periodicity of inspection of diverse observatories should be laid down in relation to the requirements and strictly followed.	Necessary instructions have been issued to carry out inspection of different types of observatories according to a standard periodicity which has been laid down according to the requirements of the various types of observatories. [*Ministry of Transport and Communication (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962.*]	The Committee are glad to note that instructions regarding standard periodicity for inspection of various types of observatories have been laid down. The Committee had understood during evidence that surface observatories, pilot balloon observatories, hydromet observatories, agrimet and phenological observatories etc., were required to be inspected, as far as possible, once a year and other stations once in alternate years for purposes of instrumental comparison and instructions to observers, but in actual practice even 50% of the surface observatories and phenological observatories had not been inspected. The Committee emphasise that there is not only need for issuing the necessary instructions but also ensuring that such instructions are strictly complied with in practice.

28	The Committee hope that the work of installation of 1200 more ordinary raingauges and 200 more self-recording raingauges will be completed as scheduled and that only standard tested instruments will be used for the purpose.	The list of additional ordinary raingauge stations required to be installed by each State has been communicated to the States concerned. They have also been requested to obtain the standard tested ordinary raingauges from the National Instruments Ltd., Calcutta, which is a Government of India undertaking. Some of the State Governments have agreed to the installation of additional raingauges. The remaining State Governments are considering the matter. As regards installation of additional self-recording raingauges, detailed proposals, indicating the recurring and non-recurring cost, have also been sent to the various State Governments, some of whom have intimated their financial sanction to the proposal and the remaining State Governments are considering the proposal.	The Committee hope that the matter of installing additional ordinary raingauge stations, will be pursued with those State Governments who are still considering the matter. They also hope that earnest efforts will be made by Government to complete the installation of 1200 more ordinary raingauges in the various States as per scheduled programme by the end of the Third Five Year Plan, specially when these standard rainguages are now being manufactured within the country.

1	2	3	4	5
			In view of the drastic reduction in the foreign exchange allocation to the India Meteorological Department, it may not be possible for the Department to meet the entire requirements of the States for self-recording raingauges during the Third Plan period, even if all the States convey their financial sanction. However efforts are being made to obtain foreign exchange release from the Ministry of Irrigation and Power for the import of the necessary foreign equipment needed for increasing the manufacturing capacity for self-recording raingauges. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M (1)/62, dated the 18th October, 1962*].	

The Committee suggest that the inspection machinery may be so geared up as to complete the inspection of all the rain gauges within the stipulated period.	The question of sanctioning additional staff for completing the inspection of all the rain-gauges, within a stipulated period, is under consideration. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M (1)/62), dated the 18th October, 1962*].	The Committee would reiterate their recommendation that the inspection of all raingauges for purposes of checking and comparison with a standard gauge should be completed within a stipulated period.
The Committee hope that the Government would examine the matter of flood forecasting in all its aspects and would ensure that a scientific and effective system of flood forecasting is brought into force in the country at an early date.	For establishing a proper scientific and effective system of flood forecasting in India, it will be necessary to make a comprehensive examination and study of the subject and to draw up a carefully thought out scheme. The matter is being considered in consultation with the Ministry of Irrigation and Power and the Central Water and Power Commission. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No 24-M(1)/62, dated the 18th October, 1962*].	Having regard to the havoc which floods cause in this country every year, the Committee cannot but too strongly emphasise the need of establishing a scientific system of forecasting. They would therefore urge the Government to expedite their decision in the matter.

1	2	3	4	5
23	43	The Committee are of the view that in the absence of proper assessment about the utilisation of weather warning service by the farmers, a sample survey may be undertaken to find out as to howfar the information supplied by the India Meteorological Department was being utilised by the agriculturists. In the light of the survey, steps may be taken to improve the service and increase its utility to the maximum extent to the farmers.	The Regional Directors have been asked to undertake this sample survey as early as possible. (*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].	The Committee hope that in the light of the survey steps will be taken to improve the weather warning service and increase its utility to the maximum extent to the farmers.
24	44	The Committee suggest that the feasibility of dividing a big State into parts for preparing Farmers' Weather Bulletins and putting them out from different stations of All India Radio in the area may be examined in consultation with the Ministry of Information and Broadcasting.	This recommendation is under the consideration of the India Meteorological Department. The existing farmers bulletins already pertain to limited areas. Further limitation of the area will be attempted, as soon as possible, in consultation with the All India Radio.	The Committee hope that an early decision will be taken in the matter.

			[*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].	
28	49	The Committee feel that introduction of efficient methods of production employing mass production techniques taking advantage of automatic machinery and improved gadgets should have resulted in increased production. They feel that there is scope for effecting economy and for increasing productivity in Workshops.	All possible efforts are being made for effecting economy and for increasing productivity in the workshops by stricter supervision and introduction of more efficient methods of production. [*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].	Please see para 4 Chapter I.
32	55	The Committee hope that extension lectures on meteorological subjects would be held in universities so as to rouse interest among the students.	This recommendation has been brought to the notice of the Ministry of Education for consideration in consultation with the University Grants Commission and giving effect to it as far as possible. The Ministry of Education have also been informed that the India	The Committee hope that an early decision will be taken in the matter.

1	2	3	4	5
			Meteorological Department will be prepared to assist the University by giving necessary advice in the matter and by making available the services of its officers for delivering extension lectures on meteorological subjects in the Universities. The matter is at present under the consideration of the University Grants Commission. [*Ministry of Transport and Communications (Department of Commuoications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].	
36	61	The Committee regret that no progress has so far been made in the preparation of the forecasting manual. Since such a manual is obviously desirable, they suggest that its compilation may be taken up and completed at an early date.	A sub-committee has been appointed to work out the scope, plan and contents of the forecasting manual and to submit its report by the 1st December, 1962. After the sub-committee's report is available, a small unit will be set up with experienced staff, to	The Committee hope that the compilation of forecasting manual will be completed within a year as contemplated and there will be no further delay in the matter.

undertake the compilation of the forecasting manual and complete it in about a year.

[*Ministry of Transport and Communications (Department of Communications and Civil Aviation) O.M. No. 24-M(1)/62, dated the 18th October, 1962*].

NEW DELHI-1
February 4, 1963.
Magha 15, 1884 (Saka)

H. C. DASAPPA,
Chairman
Estimates Committee.

APPENDIX

Analysis of the action taken by Government on the recommendations contained in the 115th and 168th Report (Second Lok Sabha) of the Estimates Committee.

	115th Report	168th Report
I. Total number of recommendations	17	38
II. Recommendations accepted fully by Government (*vide* recommendations in Chapter II).		
Number	6 (1, 2, 8, 9 & 12)	21 (1—6, 8, 10, 12, 15-17, 25—27, 29, 30, 33, 34, 37 and 38).
Percentage to total	35·3%	55·3%
III. Recommendations accepted by Government party or with some modfications (*Vide* recommendations in Chapter III)		
Number	..	4 (19, 21, 22 and 31)
Percentage to total	..	10·%
IV. Recommendations not accepted by Government but replis in respect of which have been ccepted by the Committee (*Vide* recommendations in Chapter III).		
Number	.. 3 (11, 13 & 14)	2 (20 & 35)
Percentage to total	17·6%	5·3%

	115th Report	168th Report
V. Recommendations in respect of which replies of Government have not been finally accepted by the Committee (*Vide* recommendations in Chapter IV).		
Number . .	8 (3, 4, 5, 6, 10 15, 16 and 17)	11 (7, 9, 11, 13, 14, 18, 23, 24, 28, 32, & 36)
Percentage to total . .	47·1%	28·9%

GMGIPND—LS I—2433 (Aii) LS—11-2-63—500.